GIVES DISCRIMINATING RATES ON HEMP FROM SEATTLE.

onelad Agreement With the Boston Steamship Company Whereby the Road Will Not Handle Hemp Brought by Any Other Steamers, Except at Higher Rates

WASHINGTON, Dec. 17 .- Seventy representatives of the leading manufacturers and exporters and of the great railroad systems of the country met in the rooms the Interstate Commerce Commission to-day to discuss the laws governing the filing of transportation tariffs. The question is considered of the greatest importance, as after a thorough inquiry into the subject the commission will decide whether it is possible under the existing statute to compel the railroads to publish their export and import rates, as well as their mestic rates.

The feature of to-day's hearing was the emarkable admission, made under oath Frank Waterhouse, manager of the oston Steamship Company of Seattle, Wash, that his company had an ironclad agreement with the Northern Pacific Raiload Company whereby that road would ot hardle hemp brought into Seattle by ompetitors of the Boston company at a rate which would enable the shipper to make profit. In other words the agreement binds the Northern Pacific company to discriminate against all competitors of the loston Steamship Company, so far as hemp is concerned.

The testimony of Waterhouse caused something of a sensation among the railroad men present, and the Interstate Commerce Commissioners were doubtful at first as to whether they had heard him aright. At the suggestion of Commissioner Knapp, the witness repeated his statements. Under he law the Interstate Commerce Commissioners have no other alternative than to institute proceedings against the Northern Pacific Company, as the law creating the commission expressly provides that it is not necessary for a complaint to be filed in order that the commission shall take action. Mr. Waterhouse made his remarkable statements in the course of his testimony concerning export and import rates beween Seattle and China, Japan and other countries in the Far East. He said that the rates on hemp over the Northern Pacific from Seattle to St. Paul, added to the ransportation rates of the Boston Steamship Company from the Far East to Seattle, ship Company from the Far East to Seattle, made the through rate on hemp from the point of origin to the point of destination. This through rate was not published, he said, and it was in his cross-examination on this point that his testimony concerning the discriminative agreement occurred. Mr. Waterhouse had already admitted that the rates of the Boston company and the rates of the Northern Pacific, which went to make up the through rate, were uncertain quantities.

uncertain quantities. uncertain quantities.

Chairman Kmapp—Does it not come to this, then, that you want the Northern Pacific to carry hemp from Seattle to St. Paul for 37½ cents when it is brought over by your steamers, but, if brought over on a trainp steamer, you want them to charge twice as mitch as this proportion?

Mr. Waterhouse—If brought over on a trainp steamer, they won't take it.

Chairman Knapp—Why not?

Mr. Waterhouse—Because they have a contract with our line which prohibits them from taking it.

ontract with our line which promotes from taking it. Chairman Knapp—You don't mean that, do

Mr. Waterhouse-Yes, sir, I mean that. At this point the railroad men present made so much noise that the questions of the chairman could not be heard. There persons of anger, amusement and liprise, and one traffic manager said loud flough for the witness to hear: "Why, e must be crazy,"

Chairman Knapp-The Northern Pacific have an arrangement with you under which they will not carry any hemp except you bring it over in your steamers?

Mr. Waterhouse—I mean they will not take it at the same rate. They would not make the same rate to a tramp sailing ship or tramp steamship that arrived in the harbor of Seattle or Tacoma that they would make to the regular line.

At the conclusion of Mr. Waterhouse's testimony, Chahrman Knapp turned to M. D. Grover, general counsel for the Northern Pacific Railroad, and asked him if he had

anything to say on the subject.

Mr. Grover did not speak in specific terms of the contract alleged by Mr. Waterhouse to be in existence, but confined himself. self to a general argument against the publication of export and import rates. Mr. Grover said that the publication of these rates would result in taking the transportation of hemp and other commodities from the Far East out of American bottoms and giving it to the tramp steamers, who made cheaper rates than the American vessels. cheaper rates than the American vessels. The Interstate Commerce Commission has always held the opinion, and has officially so decided, that the law relating to the publication and filing of tariffs applies as well to export and import traffic as to domestic traffic, and an order was issued some time ago that after Jan. 1, 1904, the Commission would require the publication and filing of such tariffs unless convinced that the obligation to do so is not imposed by he obligation to do so is not imposed by

e statute. After the hearing adjourned late this afternoon, the Commissioners expressed themselves as much gratified over a noticeable change of sentiment regarding that provision of the law. Several representa-lives of railroads connecting with Gulf ports admitted that they had experienced a change of sentiment and now believed that the export and import traffic rates should be published. Several of the speakers expressed the opinion that it would involve no extraordinary difficulties or embarrassments to comply with the law so far as the port of New York was concerned, but that it would be an entirely different matter with regard to the Gulf Dorts.

NEW BILL IN TOBACCO SUITS. lee-Chancellor Admits Application for It

but Won't Stop Taking of Testimony. Considerable interest was lent to the suit of Gen. McAlpin and others against the Universal Tobacco Company in the Chancery Court at Newark yesterday by the application of Julien T. Davies, counsel for the complainants, for a suspension of the trial and for permission to file a new bill supplementary to the one upon which he had been endeavoring to show that there was unfairness in the contract between the Universal and Commonwealth com-

Wheeler H. Peckham, of counsel for the ompany, vigorousiy opposed the motion, but Vice-Chancellor Reed consented to permit the complainants to make the application and set next Tuesday as the time for a hearing in Trenton. He refused, however, to stop the taking of testimony.

to stop the taking of testimony.

Mr. Davies was moved to make the application by the ruling that the complainants could not bring into the suit under the pleadings in the present bill any testimony relating to the contract between the two lobacoc companies subsequent to the beginning of the present suit. This action of Mr. Davies was brought about by the sustaining of Mr. Peckham's objections when Mr. Davies had his associate counsel for the complainants. Herbert Barry, on the stand to testify that he had examined the sheets showing the business of the Universal and Commonwealth companies Universal and Commonwealth companies between September, 1902, and February, 1903. Mr. Peckham said that this did not have anything to do with the case, as the contract was made between the two companies after the present suit was started. Mr. Davies wanted to show that the Universal company had not lived up to its conGOSSIP OF WALL STREET.

Traders who were waiting for something to sell the market on made a to-do over the \$10,000,000 Atchison bond issue, using that as a pretext for attacking the railroad list. The waskest of the active railroad securities were Atchison, Pennsylvania, St. Paul, Baltimore and Ohio, and Erie, but although they closed at about the lowest prices of the day

The absence of any real selling pressure was much commented upon again yesterday. Most of the selling came from the trading element and Western sources and was thought to be largely of a speculative character. Professional sentiment was somewhat more bearish. It is ordinarily considered an extefavorable indication for the market to de-velop weakness after having been very dult The weakness shown yesterday forenoon, in spite of the advance of Steel preferred, o which the market showed no disposition respond, was due largely to the selling of Pennsylvania. That was the only rail road stock on which there could be said to have been pressure. Day & Heaton were heavy sellers of it in the early trading. They were buyers on Wednesday. Shearson & Hammill sold Pennsylvania, St. Paul and other stocks. None of this selling was of a particularly urgent nature, and it would have been unnoticed in a wider market.

Traders were inclined to follow it, but found that stocks did not yield readily to their

Some time ago, it being rumored that the Atchison was in the market for money, insiders of that company were quoted as saying that it had \$11,000,000 cash in the treasury and was not in need of funds.

It was estimated that 75 per cent. of the trading in Steel preferred yesterday was pro-fessional and manipulative. Brokers who watched it said the manipulation was undis-guised. Wormser bid the stock up to 53% in the forenoon, the only cause assigned for its improvement being that of the reaffirmation of structural steel prices. The sinking fund bonds did not share in the improvement, selling down from 69% to 69% on limited transactions and closing at the lowest. During the forenoon H. Content was reported to be bidding 53% for any part of 10,000 shares and selling stock in small lots at 53%, and later in the day he was reported to be offering any part of 10,000 shares at 54. Schuyler and Wrenn Bros. were prominent as buyers in the forenoon. Western houses sold steadily the forenoon. Western notices sold steadily all day on a moderate scale, especially in the afternoon around 54. The most notable feature of the advance was the size of the lots traded in. They ranged from 100 to 500 shares, with 100 and 200 share lots predominating. On the higher level, that is, around the trading took a spedden spurt and lots.

Several of the more speculative Western houses made predictions yesterday morn-ing of the low prices at which Steel preferred would sell before the close of business this week, by the middle of next week and at week, by the middle of next week and at periods beyond. It was remarked by floor observers yesterday that traders seemed to be tired of selling the stock. "Bear points on Steel," said one of them, "are all frayed out. Let's have something new." Speculative opinion on the stock appears to be all one way, which is one reason why some traders, although themselves bearish, are not keen for the short side. They think the selling is likely to be overdone, and that, whether it is or not, there is too much company on the bear side of the stock. Its seeming scarcity on the advance yesterday may have been responsible for this unusual conserva-

at times on a pretty large scale, and the impression was somehow created here that yesterday: this buying was good. The local selling of Erie yesterday had an appearance that never had a caused traders to take the short side of it.

The adverse effect upon sentiment of the Atchison bond announcement was offset to some extent by the intimation that a large proportion of the issue would be placed in Paris, thereby creating French exchange.

The indifference of the market to the strength of Steel preferred caused a good deal of sur-prise. It was supposed that the bullish demonstration was aimed at those who sold the stock short in anticipation of a cut in steel prices, these bear interests having already been disappointed in the case of structural steel and positive reports being received that prices on other products would be reaffirmed. Information on the subject of steel prices has been very conflicting all of this week. On Tuesday's advance Steel States, who have been in session here for preferred sold at 54%. It repeated that price

Without necessarily being bullish on the speculative outlook many of the leading brokers have a great deal of confidence in the future of the market and base it largely upon the stronger manner in which stocks are now held. Outright holdings have increased in proportion to the decrease in margin hold-ings. It has recently been the disposition of the better class of clients, assuming always that they were able to do it, when called upon for margins to take up their stocks. A commission house whose experience in this line has been nothing uncommon makes the statement that in the past three months it has transferred to clients who wanted their stocks no less than 35,000 shares. Practically all of these stocks were originally bought on mar-This case is not exceptional except perhaps, in extent. Private reports from the various transfer offices in Wall Street show that the movement has been general. the closing of the United States Steel Cor-poration's books for the last dividend, stock to be transferred accumulated so rapidly in commission houses that some of the larger offices were requested to send in their transfers two days before the books opened, so that the big blocks could be got out of the way in order to expedite the work of transferring the rest.

The disposition to take stocks up and pay for them rather than to put up more margins has been much commented upon from time to time during the decline, and while it has resulted in a large increase in the proportion of outright holdings to commitments on margin, a thing in itself very desirable, the average broker is likely to complain that it has also resulted in curtailing business. There are instances in nearly every office of some active trader whose account dwindled from per-haps 5,000 shares in the bull market to less than 1,000, the less valuable securities going first, and who in the end took up and paid for what he had left and ceased trading. A client who does that is no longer a source of commissions. He takes his few stocks and devotes himself to hard business until his losses are recouped. 'He may then come back, but in the meantime the office is minus one of its most active customers. The taking up of stocks, in other words, has often represented the saving of a thousand shares or so of the best stocks from a speculative account

Women Ushers in a Baltimore Church. BALTIMORE, Dec. 17 .- The Society of Baltimore, Dec. 17.—The Society of walled to take 6,000,000 cigarettes a month from the Commonwealth company and look only 8,500,000 in two months. Vice-Chancellor Reed decided that this was new business, not belonging to the present suit of the appointment of a receiver.

Baltimore, Dec. 17.—The Society of Willing Workers of the Lutheran Church of Peace has elected two young women as ushers for the church, to serve one month. Thus far it has proved a success, and if it continues so women ushers will become a fixture.

of four or five times that size.

STEEL PLATE PRICE UNCHANGED

NEXT MEETING JULY 1-BILLET MEN TO MEET HERE TO-DAY.

Eastern Bar Iron Manufacturers Decide to Continue Reduced Production -Crueible Steel Company Will Not Withdraw From the Billet Pool,

At a conference of steel plate men at the Holland House yesterday it was de-cided to maintain prices. There had been some expectation in the trade of a moderate reduction, but after an all-day discussion, in which market conditions were thoroughly gone over, it was decided to let the price stand. The ruling price is 1.6 cents a pound. Another meeting will be held on July 1 of next year at Atlantic City.

There is no steel plate "pool" or hard and fast organization of manufacturers because, as one of the Pittsburg men put it, "that would be illegal and the steel manufacturers are law-abiding gentlemen," but the manufacturers get together a couple of times a year and reach conclusions. At yesterday's conference there were represented fifteen of the largest manufacturers of steel plate in the country, including United States Steel, the leas & Laughlin Steel Company, American Iron and Steel Works, and the Pennsylvania, the Cambria and the Maryland steel works.

W. C. Temple of Pittsburg said after the meeting that, as at the structural steel meeting of the day before, there was practical unanimity of opinion. "The building strikes," he said, "have cut very little figure in the steel plate market, for comparatively little steel plate goes into building construction. Plate steel is used more largely in other fields, such as bridge building and boiler construction. Manufacturers generally have found the market brisker, if anything, than last year's was."

The bar iron manufacturers east of Pittaburg held their monthly conference yesterday at the Waldorf. At the last previous meeting production was restricted to four days a week, because of overproduction meeting of the day before, there was prac-

meeting production was restricted to four days a week, because of overproduction and low prices. It was decided at yesterday's meeting to keep up this condition.

It was reported from Pittsburg yesterday's that whatever differences may have existed between the United States Steel Corporation and the Crucible Steel Company of America will be amicably patched up within the course of the next week and that the latter concern will not withdraw from the pooling arrangement among the manufacturers of steel billets. The billet makers are to meet in this city to-day.

shares, with 100 and 200 share lots predominating. On the higher level, that is, around 54, the trading took a sudden spurt and lots of 1,000 and 2,000 shares were again frequent. The apparent soarcity of stock on the advance was a matter of considerable comment. The floating supply appeared to have been greatly diminished. Some brokers thought perhaps the enormous borrowing operations of the past ten days might account for it.

Pearl & Co. and Leopold were prominent as buyers of Consolidated Gas, the speculative interest in which seems to be growing.

There was an active borrowing demand for Steel preferred again yesterday afternoon, but the stock loaned up to the money rate, or at 5 per cent. There was also a fairly active inquiry for Pennsylvania. The supply, however, was adequate. The demand for other stocks was normal.

Several of the more speculative Western officers in an effort to make peace.

\$10,000,000 BOND ISSUE.

Santa Fe Provides For More Engines and Cars and Track Extensions.

The Atchison, Topeka and Santa Fé Railway Company has sold to J. P. Morgan & Co. \$10,000,000 of its general mortgage 4 per cent bonds. The purpose of the sale is to provide funds to be used in the coming year to pay for locomotives and cars, for the construction of extensions to the Pecos Valley, the Santa Fé, Prescott and Phænix and the Northern California lines and for the bear side of the stock. Its seeming scarcity on the advance yesterday may have been responsible for this unusual conservatism.

London houses sold moderately on balance. Their selling of Erie attracted more attention than anything else they did. For a fortnight London had been buying the stock.

This set was a section of the stock and the Northern California lines and for double tracking parts of the system. According to the company's annual report for the year ended on June 30, there remained unissued in the treasury more than \$15,000,000 of the general mortgage bonds, of which more than \$10,000,000 were available under the terms of the mortgage, which provides that \$3,000,000 may be issued in any one year for improvements. issued was made by the Atchison company

yesterday:

The company has no floating debt and never had any, it being the policy of the management to provide in advance for contemplated capital expenditures. The additional equipment is needed to meet the requirements of the company's traffic, as the company for some time past has been unable to take care of the business offered, and it is expected that the additional equipment will result in an increase of gross and net earnings. The proceeds of the bonds are not required for improvements of existing property, the surplus earnings being more than sufficient for that purpose.

ESTABLISH A SELLING AGENCY. Sanitary Potters of the United States in Session in Trenton.

TRENTON, N. J., Dec. 17 .- Representatives of the largest sanitary pottery manufacturing establishments in the United several days, have practically completed the organization of an association known as the Pottery Selling Company, which was incorporated a few days ago, with an authorized capital stock of \$50,000. John A. Campbell of the Trenton Potteries Company. pany, is president; John Maddock, vice-president; Archibald Maddock, treasurer, and James J. Dale, secretary. A general manager remains to be chosen. It is the plan to have all sales of sanitary

earthenware and all collections made through the association. This will be done through the association. This will be dode through a system of duplicate invoicing. The combined business of the plants represented in the association is about \$3,000,000 annually, the invested capital being a considerably larger sum.

BUSINESS TROUBLES. Fred Irwin, Theatrical Manager, Goes Into Bankruptey.

Frederick Heiser, known as Fred Irwin, theatrical man who resides at the Metropol-itan Hotel, has filed a petition in bankruptcy with liabilities \$14,276, contracted from 1901 to 1903, and no assets. The creditors are to 1903, and no assets. The creditors are Robert Gillen, \$6,000 for printing and money loaned; Gus Hill, \$1,300; William Mott, \$750; Annie Hertz, \$290; Julius Michaels, \$300; James Curtin, \$500, all for money loaned; Harry W. Williams of Pittsburg, \$600, money loaned; Grace Vaughn, \$1,559, two judgments; George King, \$300, costumes; Robert Paxton, \$2,100, theatrical contract, and the Brewer & Hoffman Brewery Company of Chicago, \$506 for beer.

A petition in bankruptcy has been filed against the DeMoss Wall Paper Company of 131 West Twenty-third street. The liabilities are \$11,000 and assets \$5,000. The papers say that Hamilton B. Faunt Le Roy, president and chief owner, is not in the jurisdiction of the New York courts.

and chief owner, is not in the jurisdiction of the New York courts.

Payment of wages (in full) to two girls on Oct. 1 and payment of other small creditors are alleged as acts of bankruptcy committed by the Graphol Chemical Company while in-solvent. One of the petitioning creditors who seek to put it into bankruptcy is Henry T. Janett, treasurer of the company.

FINANCIAL NOTES.

Formal notice has been given of the extension of the Atlantic Coast Line Railroad syndicate for fourteen months, or until Feb. 28, 1905. It is understood that 87 per cent. of the subscribers assented to the extension. It was reported yesterday that Paul Schwartz will become president of the Mutual Alliance Trust Company on Jan. 1, Kalman Haas, the president, desiring to retire owing to the president of the further owing the trust Company on Jan. 1, Kalman Haas, the president of the Mutual Alliance Trust Company on Jan. 1, Kalman Haas, the president of other interests. Mr. Haas will, however, continue to be connected with the company's management.

The Colonial Bank has declared its initial semi-annual dividend of 5 per cent., payable Jan. 1. The dividend is the first declared since the reorganization of the bank in 1807, when interests connected with the Hanover National Bank became interested. The bank in the last six years has had a phenomenal growth, and its surplus is now double its capital. The dividend declaration places the stock on a 10 per cent. annual basis

PROPOSALS.

AQUEDUCT COMMISSIONERS' OF FICE,
Room No 207 Stewart Building, No. 280 Broadway.
New York, December 11, 1903.
TO CONTRACTORS.
Bids for proposals for doing the work and furnishing the materials called for in the approved forms of contracts now on file in the office of the Aqueduct Commissioners for:
(1) Constructing an overflow and blow off pipe line and appurtenances from Gate House No. 2 of Jerome Park Reservoir of the New Ordon Aqueduct, in the Borough of the Bronx, the City of New York, and
(2) Furnishing, erecting and placing stuice gates, with the necessary lifting machinery, ladders, floor beams and floor plates required at the Muscoot Dam Gate House, in the town of Bedford, Westchester county, New York, will be received at this office until 12 o'clock moon on TUESDAY, JANUARY 6, 1904. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contracts for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contracts and the specifications thereof, and hids or proposals and proper envelopes for their inclosure, forms of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the secretary.

For further particulars see "City Record," published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.

ENGINEER OFFICE, U. S. ARMY, Room 2.

ENGINEER OFFICE, U. S. ARMY, Room 2, Custom House, Norfolk, Va., Dec. 16, 1903.—Sealed proposals for furnishing and delivering Portland cement, broken stone, sand and lumber, at Fort Wool, Va., will be received here until 12 M., Jan. 18, 1904, and then publicly opened. Information furnished on application. E. EVELETH WINS-LOW, Capt., Engrs.

ENGINEER OFFICE, U. S. ARMY, Room 2 Custom House, Norfolk, Va., Nov. 21, 1903.—Scaled proposals for dredging harbor at Norfolk, Va. in removing Hospkal Point, will be received here until 12 M., Dec. 21, 1903, and then publicly opened. Information furnished on application.

E. EVELETH WINSLOW, Capt. Engrs.

COTTON UP 40 POINTS. The Market Getting Close to the 13-Cent

Mark. New high records were touched on the Cotton Exchange yesterday amid much speculative enthusiasm. There was a great cramble of the bears to recover cotton that they had sold, a sensational advance in the Liverpool market starting the buying. The scenes witnessed not long ago, when the short crop report of the Agricultural Department was issued, were repeated.

Advances were made approximating 40 points over the closing prices of Wednesday, this gain being equivalent to about \$2 a bale. The May delivery sold as high as 12.90 cents a pound, closing at 12.89 cents, and the June and July deliveries each sold at 12.92 cents, compared with 12.51 cents, Wednesday's closing figure. The final prices of the day were about the best. The bull leaders conducted active opera-

tions in the market and the trading was on a very heavy scale, the total sales being estimated at 1,000,000 bates. There was plenty of talk around the exchange of thirteen-cent cotton before Christmas." Private cable advices ascribed the strength of the market in Liverpool to very heavy

buying for American and Egyptian account, and it was stated that a scare of the shorts had occurred there. There was large buying in the local market for both Liverpool and New Orleans account.

INITIATE CAPT LYDIG.

Military Ceremonial Greets Him on the Stock Exchange.

Capt. Philip M. Lydig, who has been elected a member of the New York Stock Exchange, came on the floor of that exchange yesterday afternoon for the first time. The Captain, who is better known at Newport than in the Wall Street district was received with considerable enthusiasm his "initiation" being a military ceremony. He was greeted by a committee consisting of Capt. Munson Morris and Major C. E.

of Capt. Munson Morris and Major C. E. Knoblauch, the latter one of Roosevelt's Rough Riders in the Spanish war. A parade was formed to the music of a volunteer fife and drum corps composed of other members, this corps being armed with two drums and twenty tin fifes. The procession passed around the floor and finally landed at the rostrum, where Capt. Lydig was introduced to the chairman. Then it reformed and headed for the Pennsylvania trading post, where the Captain was arrayed in a full toy hussar uniform and amid the plaudits of the assemblage was forced thich provides that \$3,000,000 may be issued in any one year for improvements.

This statement regarding the \$10,000,000 to make a speech expressing his gratification.

TO MANAGE MEXICAN R. R.S. President J. C. Metealfe to Be Head of

Consolidated System. DURANGO, Mexico, Dec. 17 .- President J C. Metcalfe of the Mexican International Railroad has arrived here from New York, where he conferred with Speyer & Co. in regard to the affairs of the road. It is announced that Mr. Metcalfe has been selected to be the general manager of the consolidated Mexican International, the Interoceanic and the National.

The formal consolidation of these lines will go into effect soon after the first of the

Cessation of Gold Imports.

Under the demand for Christmas remittances sterling exchange rates advanced another half cent yesterday. The rise in the rates in the last few days has now stopped gold import engagements. On the White Star steamship Teutonic, which arrived from Liverpool yesterday, was \$2,471,840 in gold, consigned as follows: Lazard Frères, \$851,consigned as follows: Lazard Freres, \$851,-672; National City Bank, \$709,078; Goldman, Sachs & Co., \$496,670; "M. B.," \$726,069; National Park Bank, \$49,684, and Royal Bank of Canada, \$48,667. This makes the total amount of gold received since the beginning of the import movement \$15,008,130, leaving \$6,406,923 still to arrive of the announced

engagements.
The United States Sub-Treasury paid out yesterday \$181,700 transferred by telegraph rom San Francisco.

Redividing the Board of Appraisers. Assistant Secretary of the Treasury Robert B. Armstrong was in conference with the United States Board of General Appraisers at the public stores building yesterday in regard to the reorganization of the board. Nothing official was announced about the conference, but it is understood that the board is to be divided into three boards of three men each, and that each sub-board will do the work both of classification and of valuation. Under the present system three of the general appraisers devote their efforts exclusively to classification.

Fifteen Breweries Join a Pittsburg Com

PITTSBURG, Dec. 17 .- By the terms o agreements which have just been closed fifteen breweries are absorbed into the Duquesne Brewing Company, forming one of the largest brewing concerns in the United States. The authorized capital of the greater Duquesne Brewing Company is \$15,000,000. At present \$4,000,000 preferred and \$4,000,000 common stock will be issued, with \$3,825,000 bonds. John Benz, president of the Duquesne Brewing Company, will remain as president of the enlarged com-

Goes to Prison Accusing "Adjuster." Samuel Silverstein of 98 Suffolk street,

who recently made a confession to Assistant District Attorney Garvan concerning frauds on fire insurance companies, pleaded guilty yesterday before Judge Cowing in the General Sessions to presenting a false claim for fire insurance, and was sent to the penitentiary for a year. Silverstein's affidavit containing his confession was filed with the papers in his case. In it he said that S. Sonnenfeld, a public adjuster of 56 Pine street, induced him to enter the false claim. His real loss was \$1,200 and his claim was \$4,700. OCEAN STEAMERS.

West Indies Pennsylvania

by the Prinzessin Victoria Luise CRUISE I.

From New York, January 9, 1904.

ROM NEW YORK TO St. Thomas.
San Juan, Porto Rico.
Fort de France, Martinique.
St. Pierre, Martinique.
Port of Spain, Trinidad.
La Brea Point.
Port of Spain.
Curacao. Curacao.
Kingston, Jamaica.
Santiago, Cuba.
Havana, Cuba.
Nassau, N. P.
New York. Total distance, 5.465. Duration, 25 days.

COST. \$6.00 PER DAY AND UPWARD. Followed by Cruise II. February 6. Cruise III. March 8. Send for illustrated booklet A.4. HAMBURG-AMERICAN LINE

Hamburg-American.

\$5-37 BROADWAY, N. Y.

Bi-Weekly Twin Screw Service.
FOR PLYMOUTH, OHERBOURG, HAMBURG.
Waldersee. Dec. 19, 6 A.M | Bluecher...Jan. 2, 19 A.M
Belgravia. Dec. 26, 9 A.M | Pennsylv'a.Jan. 9,30A.M
Has grill room and gymnasium on board. Mediterranean Service New York—Naples—Genoa. By superb New Twin Screw Steamers. Cabin, \$50, \$60, \$75, \$90, Upward. According to Steamer.

S. S. Deutschland to Italy. LESS THAN RIGHT DAYS TO NAPLES. Around the World By the PRINZESSIN VICTORIA LUISE.
4 1-2 Months' Trip. \$1.125 Epward.
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Offices, \$5 & 87 Broadway. Picts Hoboken, N. J

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH — CHERBOURG — BREMEN.
Kronprinz...Jan. 5, 7 AM | Kronprinz...Mar. 1, 6 AM | K.Wm. II., Jan. 26, 7 AM | Kaiser....Mar. 5, 10 AM | Kaiser....Mar. 5, 10 AM | Kaiser....Mar. 5, 5 AM | CELRICHS & CO., 6 BROADWAY, N. Y.



EXCELLENT GOLF and Wheeling any day at BERMUBA. The Club invites visitors to play over its links: the coral roads are perfect, making autoing, blking or "footing it" a source of delight.

We leave December 26th, per S. S. Pretoria. Pamphlets telling full story yours for the asking.

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STEAMSHIP LINES
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Pier 5, North Wharves, Philadelphia, Pa.
or RAYMOND & WHITCOMB, 25 Union
Sq. THOS. COOK & SONS, 261 B'way. CUNARD LINE

MEDITERRANEAN SERVICE Carpathia, new twin screw 13,555 tons.
FROM NEW YORK, JAN. 12, AT 10 A. M.
For Naples, Palermo and the Adriatic
Calling at Gibratiar and Algiers.
To be followed by
AURANIA, January 26, 10 A. M.
Cabin \$60 and upward. Splendid accommodation.
Apply for particulars; Interesting Itinerary
VERNON H. BROWN & CO.. 20 Broadway, N. T.

CUNARD LINE, TO LIVERPOOL Umbria. .Dec. 19, 6 A M | Ivernia ... Jan. 9, 10 A M | Lucania ... Jan. 16, 2 P M | Lucania ... Jan. 16, 2 P M | Lucania ... Jan. 23, 9 A M | From Piers 31-52 North River. VERNON H. BROWN & CO., Agts., 29 B'way.

JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC IMAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA.

Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghal and Hong Kong. Steamers leave San Francisco at 1 P. M.
 Dorle
 Dec. 22
 Coptle
 Jan. 15

 Nippon Maru
 Dec. 30
 America Maru
 Jan. 25

 Siberia
 Jan. 7
 Korea
 Feb. 2
 Siberia Jan. 7 | Korea Feb. 2 For freight, passenger and general information apply at 49 Broadway, or 1 Broadway, Washington Bldg. and 287 Broadway, N. Y. City. AMERICAN LINE.

NEW YORK-SOUTHAMPTON-LONDON. New York Dec. 19 10:30AM | Phila . . . Jan. 2, 9:30 AM St. Paul, Dec. 26,9:30 AM | St. Louis, Jan. 8, 9:30 AM SPECIAL NOTICE. After January 1st, 1904, American Line steamers from New York for Southampton will call at Plymouth and Cherbourg to land mails and passengers for London and Paris. Tor London and Paris.

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Zceland, Dec. 26, 10:30AM | Vaderi'd, Jan. 9, 10:30 AM | Finiand, Jan. 2, 10:30 AM | Erin'id, Jan. 16, 10:30 AM | Piers 14 and 15 N. R. Office, 73 Broadway, N. Y.

SAVANNAH LINE Delightful 50 hour Ocean Voyage.
New Shins: Superior Service: Low Rates.
C. B. WALWORTH, G. P. A., 81 Beach St., N. I

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and bassenger steamers sail from Pier 16, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Teutonic . . . Dec. 23, noon | Majestic . . Jan. 6, 10 A.M. Cedric Dec. 26, 1 P.M. | Cettic . . Jan. 13, 2 P.M. Pler 48, North River. Office, 9 Broadway, New York

Maine in Dry Dock for Repairs. The battleship Maine arrived at the navy yard, Brooklyn, yesterday morning from he Tompkinsville anchorage and was moored close to Dry Dock 3, where she will be laid up for repairs. The engine frames, four huge iron posts that support part of the machinery, have cracked open, the result of the terrific pounding of her engines during the trial tests a few months ago and the subsequent hasty trip to Culebra and return. The damage is spoken of by the officers and members of the construction and repair department as of minor importance. It is roughly estimated that the cost of repairs will not exceed

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

STREETS.

The leaving time from Desbrosses and Certiandt Streets is ave minutes later than that given below for Twenty-third Street Station, except where otherwise noted
7:85 A. M. FAST MAIL.—Parior, Sleeping and Dining Cars. For Chicago, Indianapolis and Louis-ville. ing Cars. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M., PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittaburg. Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7:55 P. M. PACHIC EXPRESS.—For Pittaburg, Toledo and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg. Cleveland except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg. Cleveland. Cincinnati, Indianapolis and St. Louis.

9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittaburg. Dining Car.

WASHINGTON AND THE SOUTH.

washington and the south. WASHINGTON AND THE SOUTH.

7.55, 8:25, *9:25, *0:10: (Despresses and Cortlandt Streets, 10:20), *10:35 a. m., *12-55, 2:10 (Despressional Limited," all Parior and Dining Cars), *3:28, *4:25, 4:25 (Despresses and Cortlandt Streets, 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., *12:35 (3:25 'Congressional Limited, all Parior and Dining Cars), *2:25, *4:25 (Despresses and Cortlandt Streets, 5:18), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 3:25, 4:25 p. m., 12:10 night.

p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 3:25, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily

FOR OLD POINT COMFORT and NORFOLK.—7:56 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:56 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestbuled Trains. Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

FOP points on New York and Long Branch Railroad (from West Twenty-third Street Statton), 8:55 a. m. 12:25, 8:25, 4:55 p. m., and 12:20 night week-days. Sundays, 12:10, 9:25 a. m. and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m. and 12:15 night week-days.

FOR PHILADELPHIA.

Sundays, 12:15, 9:45 a. m, 5:90 p. m.

6:05, 7:25, 7:55, 8:25, 8:55, 9:25, 0:55 St. Louis Limited, 1:0:10 (Desbrosses and Cortlandt streets, 10:20, 10:25 (Penna Limited), 10:55, 1:55 a. m, 1:25, 1:55, 2:10 (Desbrosses and Cortlandt Streets, 10:20, 2:55, 1:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 8:25, 8:25, 8:25, 4:55 (4:55 Chicago Limited for North Philadelphia only), 15:58, 6:55, 7:55 8:25, 8:25, (0:35 for North Philadelphia only), 15:58, 8:26, 125 (10:25 St. Louis Limited), 1:65 (10:25 Penna Limited), 1:65 a. m, 12:55, 1:55, 8:25, 8:25 (4:55 Chicago Limited for North Philadelphia only), 1:55, 8:25, 9:26 (6:55 for North Philadelphia only) p. m., 12:10 night.

(8:55 for North Philadelphia only) p. m., 12:10 night.

'Dining Car.

Ticket offices, Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth Avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above: Brooklyn, 4 Court Street, 860 Fulton Street, 390 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone, "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, J. R. WOOD.

General Passenger Agent.

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Remains open throughout the year; every known
comfort and convenience; golf privileges; running TRAYMORE HOTEL CO. D. S. White, President MARLBOROUGH HOUSE. See to day's adv. in World.

Lakeweed The' LAKEWOOD HOTEL,

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The largest and leading hotel of Lakewood Lakewood is a world renowned Winter resort for health and vecreation, and its principal hotel, The Lakewood, is probably the best equipped Winter Hotel in the world. Golf Links, indoor Tennis Court, Squash Court, Bowling Alley, Palm Gardens, one quarter of a mile of Sun Pariors, Hydrotherapeutic (water cure) Baths, &c., &c. J. N. BERRY, Mgrs. H. E. EDER.

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"Where blighting winds and nipping frosts Hotel Chamberlin, Old Point Comfort, Va. The situation, as well as the appointments of this famous hostelry is peculiarly conductive to recreation and enjoyment at this season. Cuisine and service of unsurpassed excellence.

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Shooting preserve of 10,000 acres for exclusive use of guests. Fine shooting; dogs and guides furnished. Golf the year round. New York office. 229 Fourth ave. 'Phone 1749—18. write for booklet.

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STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND. FALL RIVER LINE, via Newport and Fall River, Leave Pler 19, N. R., foot of Warren St., week days, only at 5:00 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each.

NORWICH LINE, via New London. Leave Pler 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE for New Haven. Hartford, Springfield and the North. Leave Pler 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK.

JOY LINE PROVIDENCE, \$1.50, EVERY WEEK DAY BOSTON, OUTSIDE LINE, DIRECT. From Pier 35, East River. 'Phone 800 Orchard OCEAN STEAMERS.

CANADIAN PACIFIC RAILWAY.

Intended Steamship Sailings from Vancouver R.M.S. Athenian . Dec. 14 | Emp. of China Feb.22 . 04 | Emp. of India ... Dec. 28 | R.M.S. Athenian .Mar? . 04 | Emp. of Japan .Jan. 25, 04 | Emp. of Jana ... 22, 04 | Emp. of Jana ... 22, 04 | Emp. of Jana ... 22, 04 | Emp. of Jana ... 24 | Emp. of Jana ... 25 | Emp. of China Feb.22 ... 25 | Emp. of China Feb.22 ... 25 | Emp. of China Feb.22 ... 25 | Emp. of Jana ... 25 | Emp. of China Feb.22 ... 25 | Emp. of China Feb.22 ... 25 | Emp. of China Feb.22 ... 25 | Emp. of Jana ... 2

Atlantic Transport Line.
NEW YORK-LONDON DIRECT.
MINNEAPOLIS.
DEC. 26, 10 A.
MINNEHAHA.
JAN. 2, 6 A. .. DEC. 26, 10 A. M. .. JAN. 2, 5 A. M. .. JAN. 9, 9 A. M. .. JAN. 16, 5 A. M. MESABA....

Only first class passengers carried. FOR RATES, ETC., APPLY AT 1 BROADWAY. NEWYORK

RATIMOADS.

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2145, 3:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10

A. M.—MIDNIGHT EXPRESS.—Due Albany 5.55 A. M., Troy 6:40 A. M.—

7.54

8.30

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

8.45

Most famous train in the world. Due Buffalo 4:45, Nisgara Falls 5:35 P. M.

A.M.—FAST MAIL.—24 hours to Chicago.

10.30

M.—TAST MAIL.—24 hours to Chicago.

Due Buffalo 4:45, Nisgara Falls 5:37 P. M.

A.M.—TDAY EXPRESS.—Makes local stops.

Due Buffalo 1:10 P. M.

A. M.—SUFFALO LIMITED.—Due Buffalo 1:30 P. M.—MIDRAY EXPRESS.—For Albany and Troy. Local stops.

P. M.—BUFFALO LIMITED.—Due Buffalo 1:30 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 1:30

A. M.—CHICAGO LIMITED.—24 dours to Chicago via Lake Shora.

1.00

P. M.—CHICAGO LIMITED.—25 dours to Chicago via Lake Shora.

Electric light and fans.

3.40

P. M.—ALBANY AND TROY FLYFTS.—Due Albany 6:30, Troy 7:05 P. M.—Due Albany 6:30, Troy 7:05 P. M. P. M.—ALBANY AND TROY EXPRESS.—Local stops.
P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
P. M.—*LAKE SHORE LIMITED.—231/4 hour train to Chicago. All Pullman cars. Duc Cleveland 7:05 A. M., Cincinnati 1:30. Indianapolis 8:10. Chicago 4:00, St. Louis 9:45 P. M.—ewstern Express.—28 hours to Chicago via both L. S. and M. C. P. M.—*WONTREAL EXPRESS.—Via D. & H.— of Rutland.
P. M.—*ADIRONDACK AND MONTREAL EXPRESS. 4.00 6.00 7.00

7.30 P.M.—*ADIMONDACK AND MONTHEAD EXPRESS. P. M.—*BUFFALO AND TORONTO SPECIAL. P. M.—*SPECIAL MAIL LIMITED.— Sleeping car only for Rochester. P. M.—*SOUTHWESTERN SPECIAL 9.20 9.30 P. M.— PACIFIC EXPRESS.—Chicago St hours by M. C., 33 hours by L. S. 11.30 P. M.— CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Bufalo, Detroit, Chicago and St. Louts.

*Dally. †Except Sunday. †Except Monday

*Dally. [Except Sunday. Except Monday

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. dally except Sunday, to

Pittsfield and North Adams: Sundays at 9:20 A. M.

Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway.

25 Union Sq. W., 275 Columbus av., 275 West 125th

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28 and 726 Fulton st. and 106 Broadway. Brooklyn.

Telephone "900 Sath Street" for New York Central Cab Service. Baggage checked from hotel or

residence by Westcott Express Company. NEW YORK CENTRAL ROUTE

NEW YORK AND BOSTON. Via Springüeld and the
BOSTON AND ALBANY RAILROAD.
Trains leave 79:02 A. M., 112:00 noon, *4:00 P. M.
*11:00 P. M.
Tickets at New York Central Ticket offices, 187, 415 and 12:18 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent

WEST SHORE R. R.

(New York Central & Hudson River R. R., lessee.)
Trains leave Franklin St. Statlon, New York, as follows, and 15 mln, later foot West 42d st., N. R. 7:00 A.M.—For intermediate points to Albany 11:20 A.M.—(I) Hudson and Mohawk Express.
2:25 P.M.—Charles Express.
2:25 P.M.—Cont. Lim., for Detroit Chi. & St.Louis. 13:45 P.M.—(2) For Hudson Riverpoints and Albany 2:00 P.M.—For Roch., Buffalo, Cievid & Chicago. 15:00 P.M.—For Roch., Buffalo, Cievid & Chicago. 15:00 P.M.—For Syra, Roch., Mar. Falls, Dot. & Chi. & Phis P.M.—For Syra, Roch., Mar. Falls, Dot. & Chi. byn Annax (I) at 10:45 A. M., (2) at 12:45 P. M. Leave Jersey City, Penna. R. R. Sta., (I) at 11:20 A. M., (2) at 12:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Wescott Express.
A. H. SMITH.

Gen'l Manager.

Gen'l Pass'r Agent

Gen'l Manager.

Gen'l Pass't Agent

READING SYSTEM

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM. ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (5:45 Faston only) P. M.

Sun. 24:25 A. M., 1:00, 5:30 P. M.

WILKESBARRE AND SCRANTON—24:00, 9:10

A. M., 5:00 P. M., Sundays, 34:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER

AND BARNEGAT—24:00, '9:40 A. M., 1:30

P. M. (6.08 P. M. Saturdays), Sundays, 9:40 A. M.

VINELAND AND BRIDGETON—124:00 A. M.

VINELAND AND BRIDGETON—124:00 A. M., 1:00

P. M. (6.08 P. M. Saturdays), Sundays, 9:40 A. M.

VINELAND AND BRIDGETON—124:00 A. M., 1:00

P. M. (6.08 P. M. Saturdays), Sundays, 9:40 A. M.

VINELAND AND BRIDGETON—124:00 A. M., 1:40 P. M.

GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 12:00, 4:45, 5:30, 6:30, 11:30 P. M. Sundays, except Gocan Grove, 9:00 A. M., 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)

*425, (7:70, 18:30, '9:00, 11:00, 11:00 A. M., 12:00, '1:00, 51:30, '1:30, '8:00, '1:00, (1:30, 7:20, 1:25, 1:30, '1:3 P. M., *12:15 mdt.

READING. HARRISBURG. POTTSVILLE
AND WILLIAM SPORT—14:00, z4:25, 18:00, #19:10,
(10:00, 11:00 A. M., Reading only), #1:00, #1:20,
12:00 P. M., Reading, Pottsville and Hrsb'g only,
14:00, 15:00 P. M.

2From Liberty Street only, *Daily, *Daily,
except Sunday, \$Sunday only, Parlor cars
only, ||Vla Tamaqua, xSaturdays, aExcept Saturdays. only. [Via Tamaqua. xSaturdays. aExcept Saturdays.

Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 261, 434, 1300, 1354 Broadway, 187 Fifth Av., 26 Union Square West, 155 East 126th St., 73 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 800 Fulton St., B'klyn: 380 B'way, W'maburg, N. Y. Transfer Co. calls for and checks baggage to destination.

W. G. BESLER,

W. G. BESLER,

Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE.

BALTIMORE AND OHIO RAILROAD Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. 112:10 nt. 12:15 nt. Chicago, Columbus. 12:55 pm. 1:00 pm. Diner Pittsburg. Cleveland 1:35 pm. 1:00 pm. Lim'd "Pittsburg Limited" 16:55 pm. 7:30 pm. Buffet Cincinnast, St. Louis 10:25 am. 10:35 am. Diner Cincinnast, St. Louis 10:25 am. 10:35 am. Diner Cincinnast, St. Louis 16:55 pm. 10:30 am. Diner Cincinnast, St. Louis 16:55 pm. 10:30 am. Diner Dally. 1Dally, except Sunday. \$Sunday only. Offices: 167, 261, 434, 1300 Broadway, 6 Astor House, 108 Greenwich St., 25 Union Square W., 301 Grand St., N. V.: 343 Fulton Street, Brooklyn; South Ferry and Liberty Street. Baggage checked from hotel or residence to destination.

New York and Boston All Rail

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.
Leave.
By way of
Second A.M., Hartford and Willimantle, 2:00 P.M.
19:00 A.M., Springfield and Worcester, 3:30 P.M.
10:00 A.M., New London and Providence, 3:00 P.M.
10:02 A.M., New London and Providence, 4:30 P.M.
10:02 A.M., New London and Providence, 4:30 P.M.
10:09 P.M., New London and Providence, 4:30 P.M.
10:09 P.M., New London and Providence, 2:00 P.M.
10:00 P.M., New London and Providence, 2:00 P.M.
10:00 P.M., New London and Providence, 0:00 P.M.
10:00 P.M., New London and Providence, 0:00 P.M.
10:00 P.M., New London and Providence, 0:00 P.M.
10:00 P.M., New London and Providence, 10:00 P.M.
10:00 P.M., New London and Providence, 10:00 P.M.
10:00 P.M., New London and Providence, 10:00 P.M.
11:00 P.M., New London and Providence, 6:27 A.M.
11:00 P.M., New London and Providence, 6:37 A.M.
12:00 P.M., Springfield and Worcester, 6:45 A.M.
12:00 P.M., New London and Providence, 6:37 A.M.
12:00 P.M., Springfield and Worcester, 6:45 A.M.
12:00 P.M., New London and Providence, 6:27 A.M.
12:00 P.M., Springfield and Worcester, 6:45 A.M.
12:00 P.M., Springfield and Worcester, 6:125 A.M.
12:00 P.M., Springfield and Worceste

LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Desbrosses Stz. D. *Daily. † Except Sunday. Sunday changes: dis.s. e8.00, ns.25. x5.15.

Mauch Chunk Local †6.55 AM †7.00 AM BIATR DIABOND FEFFRES 10.25 AM *08.10 AM MAUCh Chunk Rand Hazleton Local *12.40 pm *dis.55 pm Wilkes-Barre Express. 18.55 pm *dis.56 pm Wilkes-Barre Express. 18.55 pm *t5.20 pm *t6.12 AM *t0.10 AM MAUCh Chunk and Hazleton Local *12.40 pm *dis.56 pm *t5.40 p

Lackawanna Railroad.

Leave New York foot Barelay and Christopher Sts. 1880 A.M.—For Binghamton and Syracuse. 19090 A.M.—For Binghamton and Syracuse. 19090 A.M.—For Binfalo, Chicago and St. Louis. 140 P.M.—For Binfalo and Chicago. 1400 P.M.—For Binfalo and Chicago. 1845 P.M.—For Binfalo and Chicago. 1846 P.M.—For Binfalo and Chicago. 1846 P.M.—For Chicago. Stepers open 9 P. M.—Tickets 167, 429, 1185–1434 Broadway, N. Yy. S35 Pulton St., Brooklyn. *Daily. *12xcox Sundae.*